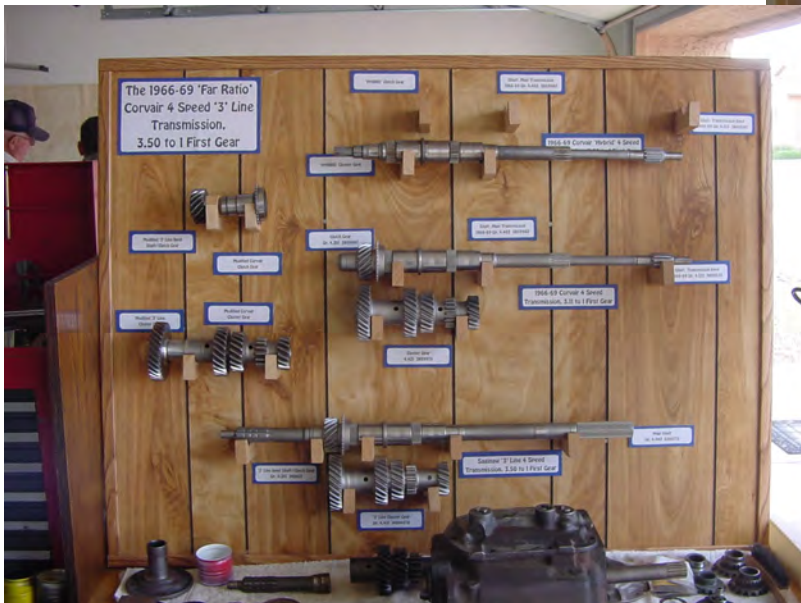


Visit to Bob Anderson's Garage

CIDCO, which stands for Corvair Improvement Distributing Company is owned by Bob Anderson. At one time he developed Corvair transaxles with many improvements, not only for Corvairs but the kit car industry as well. Bob improved the longevity of the differentials thru many modifications, re-manufacture and re-engineering, along with careful assembly. This included having reverse cut ring and pinion gears made for the Kelmark transaxle setup which ran in reverse. His setup was in great demand from the mid engine Corv-8 people. One of the trademarks of the CIDCO diff is the shoulder bolted steel plate cover on top of the differential in place of the tin cover. At this time CIDCO modified differentials are not available.

On January 14, members of the Tucson Corvair Association were invited to Bob's home for a very informative presentation from our fellow TCA member, Bob.





TUCSON CORVAIR ASSOCIATION
Established 1975

TCA 2017 Events at a Glance

The **Corvairsation** is a monthly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) as Chapter 357.

Membership dues are \$15 per year for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes one name tag). Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number to the Membership Chair.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a bi-monthly publication. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745

Website: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

- Feb 18, Sat** **Caliente Clowns Car Show**, 3502 N Pinal Parkway, Florence, Arizona. Setup starts at 8am. [Registration Form](#)
- Feb 22, Wed** **Regular Monthly Meeting**. Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Pizza Hut, 2943 N
- Mar 11, Sat** **Breakfast Outing**, Cozy Corner Café, Golf Links and Harrison, Tucson. Time to be announced.
- Apr 8, Sat** **Chevy Showdown**, Desert Diamond Casino. [Information & Registration Form](#)
- Jun 2-4** **33rd Annual Tri-State Corvair Meet**. Taos, New Mexico. Go to www.corsaturbo180usa.com for more details.
- Jun 22-Jul 1** **CORSA International Convention**. Independence, MO. Go to www.corvair.org/2017convention/

WHEELS AND SPOKES

PRESIDENT

Bill Maynard
3605 N Vine
Tucson, AZ 85719
520-325-8497
bill.maynard66@gmail.com

Mike Lake
520-979-0310
m56@q.com

LIBRARIAN

Bill Maynard
520-325-8497

VICE PRESIDENT

Sam Pernu
520-749-3229
spernu3@gmail.com

MECHANDISE CHAIR

Don Robinson
520-297-1356
fourcorvairs@hotmail.com

RECORDING SECRETARY

Frank Trejo
480-459-6308
essedave@gmail.com

TREASURER

Allen Elvick
4210 S Preston
Tucson, AZ 85735
520-883-4437
amelvick@pcpeople.com

MEMBERS AT LARGE

Mike Lake
520-979-0310
m56@g.com

MEMBERSHIP CHAIR

Ron Bloom
Tucson, AZ 857
520-891-7542
bloomaz@msn.com

**CORVARSAION EDITOR/
WEBMASTER**

Van Pershing
h520-743-9185; c780-7564
vpersh@yahoo.com

ASSISTANT EDITOR

Chris Cunningham
520-240-9035
arizaim@hotmail.com
IMMEDIATE PAST PRESIDENT



It's Dues Time Again!

Yes, TCA members, it's time to pay those annual dues. Still \$15 per individ and \$18 per family. Please send your check to: Allen Elvick, 4210 S Preston, Tucson, AZ 58735 or pay at the next meeting.

January Meeting Minutes

Minutes from the monthly meeting held January 25, 2017 at Pizza Hut, 2943 N Campbell, Tucson, Arizona.

Meeting was called to order by President Bill Maynard at 6:50pm. In attendance were Bill Maynard, Frank and Gloria Trejo, Dean Caruchi, Mike Lake, Allen Elvick, Van Pershing, Dave and Patrick Lynch, Bob and Carol Traylor, Ron Bloom, and John Young.

Allen Elvick gave the treasurer's report: December's opening balance was \$2,737.88 with a closing balance of \$2,579.84.

No merchandise report. Don Robinson was not able to attend. He has asked to be replaced as Merchandise Cha

Mike Lake conducted club business.

Old Business:

- The Christmas party at Rusty's was okay even though the accommodations were not as expected.
- The New Year's Day cruise was lack-luster. It was cold and rainy and only about 40 cars attended instead of the usual 150.
- The visit to Bob Anderson's was outstanding. Bob gave a great lecture to the Club members in attendance.

New Business:

- Tubac car show next Saturday. Planning to attend are John Young, Mike Lake, Bob Traylor with a car from the museum, Ron Bloom, and Frank Pella.
- There will be an all-make car show sponsored by the MoPar club on February 5 at Fudrucker's. 12p-3p. \$5 entry fee.
- On February 11 there will be a car show at the Rincon Baptist Church, 7500 E Golf Links. 10a-3P. \$10 entry fee. Also on February 11, there will be a chili cook-off and car show at the Saddlehorn at 6300 E Tanque Verde.
- The Caliente Clowns Car Show have changed dates. It will now be held on February 18.
- The Oro Valley Cruise, BBQ and Blues Classic Car Show will be held on February 18.
- A veteran's tribute car show will be held on February 25 at the West Gate Entertainment District in Glendale.
- The Chevy Showdown will be on April 8 at the Desert Diamond Casino.

After the break the 50/50 fan belt toss had an exciting conclusion. After the initial completion, Mike Lake and Patrick Lynch were tied. A toss-off was held and Patrick soundly beat Mike for the grand prize.

For the tech session, Mike Lake brought a steering joint from a 1992-2000 Honda Civic that can be used as a shifter coupler on any manual shift Corvair. A very nice piece that was purchased on EBay fro \$10.

The proposed slate of Club officers was presented: Dave Lynch as President, Mike Lake as Vice President, Allen Elvick as Treasurer, Van Pershing as Recording Secretary, Frank Trejo as Board Member-at-Large, and Gloria Trejo as Merchandise Chairperson.

A reminder at all that assistance is needed for some clean up at Bill's garage. The Club's '66 couple will be going to the

crusher soon, so if any parts are needed get them soon.

A breakfast outing was planned for March 11 to the Cozy Corner Café at Harrison and Golf Links.

A desire was expressed to do a joint activity with the Cactus Club. Many ideas were presented and contact will be made with the Cactus president to discuss the possibilities.

The meeting was adjourned at 7:43p.

Submitted by Van Pershing

Tech Tip

Honda Steering Coupler for Corvair Shifter.

Here's a nice tip that will result in a good positive shift on your Corvair with a manual transmission. The coupler that connects the shift rod to the transmission is always a point of wear. The stock coupler is made with a rubber insert that deteriorates with time and leaves you with sloppy feeling as you shift. One alternative is to use a steering part from the 1992-2000 Honda Civic as a replacement.

One end of the Honda coupler has an ID of 17mm and the other 15mm. You'll need to cut off the old coupler from the end of your shifter shaft so the 15mm end of the Honda coupler can be clamped in place. The 17mm end of the Honda coupler fits perfectly over the transmission shaft to be clamped securely in place. Used couplers can be found on places like EBay at a very reasonable price.



Photo by Nate Wolf



A look at the Roger Parent carburetor linkage

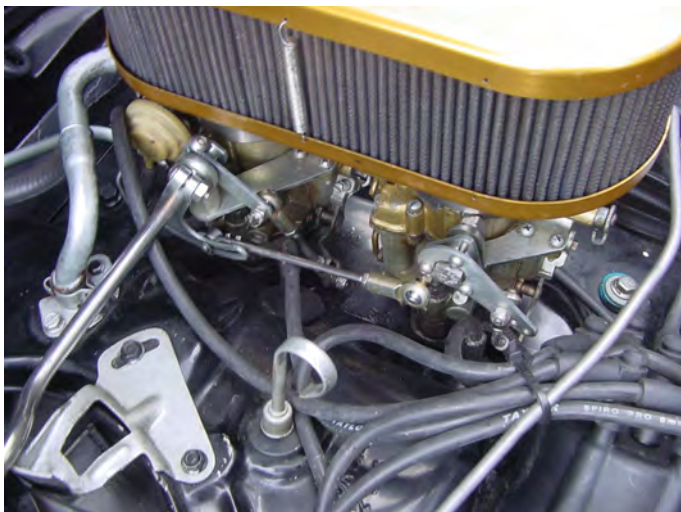
Recently Ron Bloom purchased a complete carburetor linkage set made by Roger Parent of El Cajon, California. This set fits the 4-carb set up on Ron's Corsa convertible and imitates the stock '65 Corsa linkage in that there are no springs operating the secondary carbs.

All of the pivot points ride in high quality bearings so that everything works smoothly. In the photos below you'll notice that the actuating arms for the secondaries have three holes which can be used to vary the point at which the secondaries kick it. Also note the workmanship of each part that is supplied with the kit.

There are also kits available for the two-carb engines and will work on cars, FCs and wagons.

The stock linkages worked just fine for their first 50 years of use but now most of them are worn and sloppy. This system is a very nice upgrade that will easily last another 50 years.

Roger Parent, 1349 Clove St, El Cajon, CA 92021
619-4487438 email: rparent@cox.net



SOME THOUGHTS ON ENGINE REBUILDING

By Bob Helt

August 2013

When it comes time to rebuild your Corvair engine you might want to consider whether to use one of the standard cylinder oversizes (such as 20, 30, 40, or 60 thousandths oversize); or whether, maybe, to expand the cubic inch displacement beyond these standard increases, all within two economical steps. Of course going beyond the standard displacement increases will result in an increasing cost due to the specialty nature of these oversizes. But at least the possibilities are available and worth checking out to determine whether any of them are right for you.

The FlyCorvair group under the direction of William Wynne has established two definite but economical engine displacement enlargements beyond those accomplished by the standard cylinder oversizes. While the stock displacement of Late Model engines was 2680 cc, boring the cylinders 60 thousandths oversize would enlarge the engine to 2775 cc. This is a significant increase but even more displacement is possible.

The first larger step developed by FlyCorvair is to bump up the displacement to 2850 cc. An explanation of the second larger displacement of 3000 cc will follow. The 2850 cc displacement is accomplished by using Clark's new full-fin and thickwall cylinders that are overbored 0.105" (to 90 mm) from the stock 3.437". (Clark's part number for these cylinders is C-11628ww). These are an off-the-shelf item although slightly expensive due to the additional boring operation required. These cylinders have been proven to be satisfactory and reliable by the FlyCorvair group, and since they work for aircraft, then they will also do so for any automotive application too. Special pistons and rings will then complete the job. These 90 mm pistons (and rings) that use the stock Corvair connecting rods can be obtained from Ray Sedman at www.american-pi.com. (Email him at rsedman@american-pi.com.) These pistons can also be obtained with "flat tops" or dished if you want to reduce the CR back to stock, or even a lower CR. Dished pistons will also improve the combustion chamber and help control detonation. No machine work is required on either the crankcase or on the cylinder heads to make these Clark's cylinders with American-Pi pistons fit properly. Also stock connecting rods can be used too, without any modifications other than, possibly, ARP bolts and resizing/balancing. That is the nice part of using this setup. Use Clark's standard copper base and head gaskets with these cylinders.

The next larger displacement step is to 3.0 liters or 3000 cc, using Volkswagen 92 mm cylinders, but with Corvair-style pistons and rings. This upgrade will require machine work on both the heads and crankcase to make room for the larger cylinders. Kits to accomplish this upgrade are available from Mark Petnunas (Petz) at Falcon Machine (Falconmachine.net), 2043 S. Fish hatchery Rd., Fitchburg, WI, 53575, 608-835-3317. He will supply 3.0L kits and do all the associated machine work involved. The 3.0L kit includes, new 92 mm cylinders, new forged pistons, new pins, new plasma moly ring sets, labor to gap the rings to the cylinders, labor to install your rods on the pistons (pressed pins), and labor to inspect and bore

Continued on page 5

SOME THOUGHTS ON ENGINE REBUILDING

(continues from page 4)

out your cases to accept the larger cylinders. The price is \$1800. The cylinder heads also have to be bored out larger, If he is already rebuilding your heads at the same time, it's only a \$70.00 extra charge, if it is a separate operation it's \$200.00 to take them apart bore them out and reassemble them.

In addition, Roy Szarafinski of Roy's Garage (Roysgarage.com, 3564 Hudson Rd., Osseo, MI 49266) can also supply similar kits and services. Both Falcon Machine and Roy's specialize in Corvair engine parts and services. Of course, there are other Corvair shops that can also provide these kits and services. Right now you may be wondering why 3000 cc was chosen when it is possible to "go all the way" to 3100 cc, the current maximum size available at reasonable cost. There are several reasons as described below by William Wynne.

"The single biggest factor aiding the standardization of the 3,000 over the 3,100 is the fact that the design and geometry of the 3,000 is all Corvair, compared to the 3,100 which has the piston pin and compression height of a VW engine. These compromises make the 3,100 require modified rods and custom length pushrods. The 3,000cc engine, by our design, uses stock Corvair rods and standard length pushrods.

[In addition,] the primary reason why we went to 92mm as the 3,000cc bore over the 3,100s 94mm bore is to improve the head gasket area and decrease the oversize required when machining the case. A 3,000cc engine's case has the 2mm difference in the case bore. This may not sound like a lot, but it is a great improvement if you need to put a h

Helicoil or Timesert in the case for a head stud. On the top, the 3,000cc's head gasket surface does not break out into the head stud holes as the 3,100 does."

So there you have it. Two ways of achieving increased displacement over the standard overbore of 60 thousandths for you to consider. Both at increasing but reasonable costs.

Tool Review by David Dean

from the *Fanbelt Flyer*, Cactus Corvair Club

Recently I started a brake project on my '65 convertible. Without getting too much into the details of the work, I thought some lessons learned about the tools used may help others. While this does not represent all of the tools necessary for the job, there is a specific task that proved particularly troublesome where the right tool made all the difference. I am speaking of the drum brake hold down springs, removal and re-installation. These pair of springs hold the shoes in place. The tension is held by a cap that has a slot in the middle allowing a retainer pin pushed through from the back of the plate to slide through the cap and compress the spring. The pin has flares on the tip that must be rotated 90° to secure the cap. Removal requires pushing the cap down and turning it until the tabs slip through the cap slot. Installation pushes the cap down over the pin and then turns the cap to snare the tabs. Without the right tool this can be a frustrating task to push down the spring far enough to release or grab the center pin.

There are two different tools that can be used for this task. First is the Brake Spring Hold Down tool or Brake Spring Washer tool, which is a handle with an open end that covers the cap allowing you to push down evenly to then turn the center cap for removal or securing the pin tabs. Pic 1 shows two different options. The green handle (OEM brand P/N 25056) one from AutoZone, (\$7.99); and a Craftsman, model #47767, with 2 different diameter ends, (\$12.99). Because the depth is greater and the seriated edging inside the end of the tool is more pronounced (see pic 2), the Craftsman tool proved far superior to the task. The Craftsman model made removal and installation of these springs relatively easy. The drawback is since both ends of the tool have the metal apparatus, your hand grinds into the tool and may cause some discomfort. Gloved or some padding should be placed over the end.

The other option is to use needle-nose pliers. These work for the cupped spring, but are less steady for the flatter cap. Of the three pairs of needle-nose pliers I tried, the "duckbill" or flattened end ones (shown on the left in pic 4) did the best job. They were able to secure within the cupped cap and hold more stable on the flat one when pushing the spring cap down for removal or installation. My recommendation is to have both the Craftsman tool and the flat-nose pliers handy when removing or installing these springs.



Picture 1



Picture 2



Picture 3



Picture 4



Bob Anderson no longer owns a Corvair, even though he's a loyal TCA member. Instead he drives this beautiful '87 Pontiac Fiero which sports a 3.4 liter Camaro V-6. The engine is on the correct end of the car so he really is one of us!



Monthly Newsletter - February 2017 - Vol. 41, No. 8 Corvair Society of America Chapter 857

Regular Monthly Meetings are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm and the meeting starting at 7pm.

The November meeting is traditionally held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

MEETING PLACE:

Pizza Hut, 2943 N Campbell, Tucson, Arizona



Board of Director meetings are held at 5:30pm before the regular monthly meeting at the same location in the months of January, April, July, and October. All members are welcome to attend.

Read this newsletter on line at www.corvairs.org